

WSDOT/AGC/ACEC Design-Build Team

6/15/2006

1:00 PM

AGC Building Tacoma

Organized by: Craig McDaniel & Max Kuney **Type of meeting:** Design-Build Contracting

Facilitator: Craig McDaniel

Attendees:	Contractors: Bob Adams, Atkinson Scott Swenning, Kiewit	WSDOT: Craig McDaniel, Admin Engineer Kim Henry, 405 Manager Seema Javeri, 405 Const. PE Stacy Trussler, 405 Project Manager Fred Tharp, HQ Construction Ron Pate, HQ Construction Cathy Nicholas, FHWA	ACEC: Dan Campbell, GeoEngineers Doug Johnson, CH2M HILL
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Minutes

Agenda item: Conflict of Interest

Presenter: Fred Tharp

Discussion:

WSDOT is hiring many consultants to help develop Design-Build Projects. At what tier is there a conflict of interest? The FHWA Guidelines state items that are a conflict of interest. There is a fine line between preliminary and final development for an RFP. WSDOT wants industry to know there is a level playing field and that a consultant is not getting an advantage that others may not have. If scoring places heavy weight of intimate knowledge of the project such as Environmental Compliance, Geotech, etc. that could be a problem. The risk is that relationships could be damaged. We need to have rules on use and be consistent.

Action items

Person responsible

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| ✓ Draft initial language on conflict of interest | Fred Tharp |
| ✓ Send I-405 Firewall policy in for an example | Kim Henry |
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Agenda item: South Bellevue RFQ/RFP

Presenter: Kim Henry

Discussion:

The goals of the project are changing and the BNSF RR is a focal point. There are two possibilities:

- 1) Remove the BNSF work; or
- 2) Do the BNSF work by breaking it into a separate stage.

The environmental process is influencing the project schedule. There is a meeting next week to discuss differences to complete the NEPA process. The schedule delay (RFQ-Award) is 2 months +/- based on our current information.

Noise is a concern for locals. Mitigations actions and quiet pavements (experimental) are being look at as a solution. Life cycle costs and quality requirements for quiet pavements may pose some challenges.

How soon is too soon after the holidays for a proposal due date? The last two weeks of preparing a proposal is tough. Requiring it right after the holidays will make it very hard to get it done. Many people may be taking time off then.

Agenda item: Use of Manuals**Presenter: Fred Tharp****Discussion:**

How do we use current WSDOT manuals for Design-Build? How do we convey that we would like a Design-Builder to use WSDOT manuals in the same manner WSDOT does?

They are not perfect but they are being used on the Everett project successfully. When an issue comes up on a manual's use discussions take place and a decision is made. The design manual has not been difficult to use but the construction manual is. The construction manual is mainly written for WSDOT administration practices. It should be looked at for ways to improve use its for Design-Build.

Leave the design responsibility to the designer of record. The must haves need to be pulled out of the construction manual and others and put in the contract under the technical requirements. There is a need to understand the different between a requirement and a preference.

There needs to be a policy developed for use of WSDOT Manuals with AGC/ACEC input.

Action items**Person responsible**

- ✓ Draft language for guidance/policy on use of WSDOT manuals on Design-Build Projects

Fred Tharp

Agenda item: Incentives**Presenter: Fred Tharp****Discussion:**

Incentives are currently being used on our Design-Build projects. How are they working? Should we use incentives to address some of the preference issues that arise from using WSDOT manuals?

The incentives are working on the projects.

When a manual gives flexibility and a decision has to be made they need to be made in a timely manner. Designers may take into account preferences but they need to look at cost and constructability.

Agenda item: Environmental Documentation**Presenter: Fred Tharp****Discussion:**

There is a proposed change to 23 CFR parts 630, 635, and 636 that will allow a Design-Builder to more on environmental.

Preliminary design work performed by the Design-Builder may be used in the NEPA analysis. The department would still be responsible to prepare the document and be responsible for the NEPA process.

Is there any desire by industry to take on some of this?

There may be an advantage to have a contractor involved early. This may give the design-builder an opportunity to earn some monies that are spent by WSDOT on development.

Agenda item: Co-Location**Presenter: Craig McDaniel****Discussion:**

Nationally Co-Location is looked at as a necessity for Design-Build. How is it working for us on our projects? Are we tying things down too much?

It has worked out really well on the current projects. WSDOT is using the right amount of people and it has not been a problem to get space. It is important to be relatively close to the job. The location should be driven by the design-builder's needs. Leave flexibility for them to decide.

Agenda item: Stipends

Presenter: Fred Tharp

Discussion:

What is the right amount for a stipend? Kirkland estimated 1/3 of the proposal development cost as the amount. Looking around the country there's been couple higher than that, many lower, and the average is at 1/3.

The stipend does not cover the cost of putting a proposal together. The question is how good of a proposal do you want?

The Everett proposal development cost was very high since they required plan sets, which was very expensive.

Condensing and leaving page counts low will help. If we ask for 50 sheets and 10 will do the job, all proposers will fill the 50 sheets. Look at what you are asking for and if it is really necessary.

Other Information

The next meeting was tentatively set for July 20th. Fred Tharp will confirm the date.